



PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Ave, Suite 1331, Portland OR 97204

Main: 503-823-5185 TTY: 503-823-6868 Fax: 503-823-7576 [Portland.gov/Transportation](http://Portland.gov/Transportation)

**Jo Ann Hardesty** Commissioner **Chris Warner** Director

<b>Northwest Parking District</b>	Zoom Meeting
<b>Capital Projects</b>	January 25, 2022
<b>Subcommittee</b>	1:00 p.m. – 2:30 p.m.

**To watch meeting recording go to:**

[https://us06web.zoom.us/rec/share/L8chktlcHkQF4yAOroBVP5j4f6J-8tqwloalAeVfqF7qhHxkRqffxRwb3OAwDzZH.LbjkEECCGKHpeW\\_0](https://us06web.zoom.us/rec/share/L8chktlcHkQF4yAOroBVP5j4f6J-8tqwloalAeVfqF7qhHxkRqffxRwb3OAwDzZH.LbjkEECCGKHpeW_0) Passcode: u6xm!eF4

**Meeting Summary**

**Members in Attendance**

Jeanne Harrison (Northwest District Association, NWDA)  
Alex Zimmerman (At-Large)  
Amy Spreadborough (Northwest Business Association, NWBA)  
Karen Karlsson (Northwest District Association, NWDA)  
Rick Michaelson (At-Large)

**Portland Bureau of Transportation (PBOT) Staff**

Rae-Leigh Stark, Northwest Parking District Liaison  
Stanley Ong, Parking Program Specialist  
Kathryn Doherty-Chapman, Project Manager

**Public in Attendance**

Steve Pinger

**Pedestrian Lighting Study Update**

Kathryn provided an update on the pedestrian lighting project. Best practices were looked at with Lighting team. Total cost for 9 intersections will be \$97,650 (originally budgeted \$103,500). Lights are ordered, but shipping time is unknown. Kathryn anticipates having the lights next month, and that it should take another month to install.



*The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints and information, call (503) 823-5185, City TTY (503) 823-6868, or use Oregon Relay Service: 711.*

Amy asked if the lights are being shipped from overseas? Kathryn is not sure, but many shipments are delayed. The lights were ordered in September. Rae-Leigh said that once we know the lights have shipped, she will provide the committee with an updated timeline.

Kathryn addressed previous concern about glare. The fixtures are the newest standards, so the amount of glare will be minimized.

Jeanne asked if existing lighting will be updated to the new standard. Kathryn said that at the 9 intersections, the existing fixtures will be updated. However, the lighting in the rest of Northwest will not be updated.

Karen said that once the committee evaluates how the lighting improvement at the 9 intersections, the committee might consider exploring updating lighting in other locations.

Kathryn wanted to point out that she is not sure if only changing the lightbulb, and nothing else, is all that is needed to be done when updating the existing fixtures.

Jeanne stated that the reason she wants to consider updating all the bulbs in Northwest is so that the lighting would be more consistent and not as distracting.

Alex doesn't think it would be possible to implement updated lighting district-wide due to differing policy and requirements throughout. Maybe look at areas block-by-block.

Karen said that she doesn't have a concern with differing looks. Different areas of Northwest have different feels.

Rae-Leigh said that a lot of how things progress in Northwest is dependent on the 9 intersections that are waiting on the fixtures.

Alex said that the committee would like to do more, but they also understand that there is a process that needs to be followed. She asks if there is a potential funding match from developers.

Rae-Leigh said that this is impacted by the streetscape plan. Funding from developers can be further explored and discussed later.

### **Trashcan Replacement and Curb Extension Beautification**

Rae-Leigh said that the trashcans were supposed to be delivered yesterday, January 26. Old trashcans are planned to be removed by PBOT by the end of the first week in February. Bureau of Planning and Sustainability will be installing new trashcans as the old ones are removed.

9 of the 16 curb extensions have already arrived. The white delineators still need to be painted. There likely will be another subcommittee meeting before installation due to weather.

Jeanne asked if the trashcans are ready to go - painted and new logo? Rae-Leigh confirmed that the trashcans are ready to be installed when they arrive.

Alex asked about curb extension maintenance. During the fall when the leaves (and other debris) have fallen, can street cleaning prioritize locations that have neighborhood improvement? There were some concerns about maintenance in the future. Some concerns included street sweeping, graffiti, and emptying trashcans. Karen said that street sweeping tends to push leaves behind things, and make streetscape improvements look bad. Jeanne and Alex both agree. Alex suggested looking at power washing maybe 1-2 times a month; explore the idea so that it is ready by budget time.

Amy asked what do other neighborhoods do to maintain their improvements. Rae-Leigh stated the committee budgeted \$25,000, and have spent \$5,000 already and another \$5,000 for painting. This leaves \$10,000 left so there is room in the budget. City Repair has a contract in place to repaint them as maintenance. However, nothing set for cleaning. Rae-Leigh will look into this further.

Alex said that they looked into graffiti cleanup approaches in Downtown and Lloyd at the start of the pandemic. Chris might know what they determined.

Karen suggested putting contact information on the trashcans. Alex suggested that contact info be put on website so that people can find it.

### **Project Ideas and Brainstorming**

Karen said that it would be good to resend the streetscape scope to the committee so that they can look at the existing process. She feels that it would be good to bring NWDA and NWBA into the process. Karen supports having a streetscape plan since it would include more than street lighting, and impacts walkability in the neighborhood.

Jeanne said that the NWDA planning committee likes the design standards in Slabtown. Maybe it can be applied in the rest of Northwest, outside of the historic district. The elements that are liked in Slabtown can be applied elsewhere in Northwest. Rae-Leigh will check with planning on Slabtown design standards.

Jeanne said that it appears that the lighting used in Slabtown is what is going in elsewhere. In general, she would like to minimize the number of standards implemented.

Amy said that part of the reason streetscape was tabled was because a lot was still unknown such as the streetcar extension down 23<sup>rd</sup>. There were concerns funding a district-wide vision if there were still "moving parts". Have things progressed enough with the streetcar plan yet?

Alex agrees with most things that have been shared and stated. The committee can choose to focus on a specific part of the district such as only 21<sup>st</sup> and 23<sup>rd</sup>; but if the committee will discuss a district-wide plan, what are the goals for the project being framed around? There are likely groups and individuals

who are not able to provide input without a more robust public engagement process such as focus groups. She does not want to use only sticker surveys due to accessibility challenges – vision-issues, people who don't have access to technology. Maybe the committee can formulate ideas to the shovel-ready stage, and then others can be brought in for input.

Karen wants to revisit the scope because of the language regarding public involvement. It is challenging now due to COVID public meeting restrictions. She likes idea of focus groups, and is not a large fan of sticker surveys (tends to cater to young and tech-savvy, and those without vision issues).

Rae-Leigh reminded the subcommittee that it's been 6 months since the scope was last revisited. There was more community involvement planned beyond the committee. Rae-Leigh will resend scope to committee.

Julia Reed is the new project manager in planning. The committee would work with Julia regarding design standards. Rae-Leigh will meet with Julia to determine next steps to resume streetscape plan.

Rae-Leigh asked if Amy could clarify comments about tabling streetscape and budget. Amy said that she was concerned about having to redo work once details for other projects are finalized. Amy also said that healthy businesses are impacting budget, and wanted to see how healthy businesses will move forward.

Alex thinks it might be helpful for the committee if streetscape plan scope is further defined – what is being planned, and what type of plan it is. The specific application the plan is for (district-wide, specific corridors, etc.) can help make the planning process clearer, help reduce the number of questions later.

Jeanne asked if the next committee agenda can include an update on Northwest in Motion since the 21<sup>st</sup> and Glisan project seemed like a surprise to many in the group. Rae-Leigh heard from Zef Wagner (PBOT planner) that 21<sup>st</sup> and Glisan is on hold, and not cancelled, due to street seating at the intersection. Jeanne said that she heard that the project was cancelled as a PBOT decision. Zef will present to the committee in the future.

Rae-Leigh said that regarding the Glisan/405 intersection, Planning is working on an inventory of projects – both current projects and future projects. Glisan/405 intersection barrels were installed as a temporary installation. There are plans to install a more permanent solution in the future.

Jeanne asked what the amount of revenue lost from the street seats in the place of on-street parking is. In the past, the business had to pay the value assigned to it to make up forgone revenue. What was the old rate charged to the business (prior to the pandemic)? Did the district get a portion of that permit fee, or did it go to the City. Jeanne understands that there currently is not a cost for the business currently.

Amy said that she thought that Healthy Businesses will start charging a fee in the new fiscal year. Rae-Leigh said that the current permit cycle goes through end of June. Amy said that they are exploring a fee. She's heard that it may be a reduced fee at first, but it felt that details have not finalized yet. Rae-Leigh will look into possible Healthy Businesses permit fees.

Alex asked when the next parking study will take place? Rae-Leigh said that Rick-Williams just did the study in October, and the next one will occur next October.

Alex said that in terms of removing barriers, Healthy Businesses succeeded. When it comes to performance-based pricing; if the highest concentration in Northwest is in the main corridors, pricing likely looks different when compared to an area with less demand. The Healthy Business permit might be more expensive if an area has a high amount of Health Business permits, with shorter time stays and higher hourly parking rates. The impact of losing a parking stall in a high demand corridor is different than in other areas.

Rick said that the hard part is determining the impact of loss of revenue. If you raise the rates just in the commercial area, demand for parking may spillover into the neighboring areas. He thinks a limit should be placed on the number of Healthy Business permits approved, and that the businesses benefiting from the Healthy Business spaces should contribute.

Alex asks if there is a way to determine gross sales receipts. If a business is doing well, perhaps they can help a business is not doing so well; without the feeling that those doing well are being penalized.

Rae-Leigh said that ECO NW was working on how to determine permit costs for the Healthy Business program. Part of what they are looking at includes rates in meter-districts compared to outside of meter-districts.

Rae-Leigh said that regarding performance-based parking, one of the goals is to eventually create sub-districts. Adjusting rates for performance-based is based off meter transactions. Part of what makes Northwest challenging is the mix of hourly parking with permit parking since rates are based off occupancy. Rick asked for clarification with the issue. Rae-Leigh said that if they look at a block, and there is above 85% occupancy, there isn't a way to determine who is paying the meter and who is using a permit. Although the number of meter transaction transactions might appear low, this might be explained by permit-holders occupying the spaces.

Rick said that the studies have talked about how to adjust the meter rates. He does not think that changing rates will impact behavior in Northwest, aside from being an annoyance. Maybe if the difference were larger like \$1.00, you might impact behavior. Another challenge is the size of the area since other cities are larger and are not as compact.

Amy said that Healthy Business initiative helped with perception of vitality. Although the PBOT survey focused on users/customers, the positive impacts were apparent for the community. Regarding the

Healthy Business program, business investment into streetscape improvements should be taken under consideration.

Rick is curious how neighboring businesses are impacted. If the Healthy Business spaces benefit other businesses too, then maybe the program should be looked at differently than if it only benefitted the business that applied.

Alex said that it might be worth collecting data with their own study since the committee might be able to get information faster. Another idea is to look at proposed subdistricts and then fund a study to kind of get a preview or indicator to city-wide analysis.

*Meeting Adjourned.*

### **PBOT Action Items**

- Rae-Leigh will look into BPS cleaning plan for trashcans, and maintenance plan for intersections.
- Rae-Leigh will look further into Healthy Business program permit fees.
- Rae-Leigh will meet with PBOT Planning and send out draft Streetscape Scope from June 2022.